

**Alaskan Way Viaduct Replacement Program
Stakeholder Group
June 19, 2014
4 – 6 p.m.
Safeco Field, Ellis Pavilion
Agenda**

	Time	Topic	Presenter
1.	4 to 4:15 p.m.	Welcome and general updates <ul style="list-style-type: none"> Parking Mitigation Stakeholder Group Waterfront Seattle status update 	Bob Chandler, Assistant Director of Strategic Projects, SDOT Todd Trepanier, AWW Program Administrator, WSDOT
2.	4:15 to 4:55 p.m.	Alaskan Way Viaduct Replacement Program <ul style="list-style-type: none"> Access pit and repair plan update South and north portal construction North access construction 	Matt Preedy, AWW Deputy Program Administrator, WSDOT
3.	4:55 to 5 p.m.	Spokane Street Bridge to Alaskan Way Viaduct Concrete Pavement Rehabilitation Project	Matt Preedy
4.	5 to 5:15 p.m.	Elliott Bay Seawall Project	Jessica Murphy, Deputy Project Manager, SDOT
5.	5:15 to 5:25 p.m.	Changes to Work Zones near Colman Dock	David Sowers, AWW Deputy Program Administrator – Operations, WSDOT
6.	5:25 to 5:40 p.m.	Mercer Corridor Program	Eric Tweit, Project Manager, SDOT
7.	5:40 to 5:55 p.m.	Stakeholder group feedback	Bob Chandler
8.	5:55 to 6 p.m.	Action items and adjourn	Bob Chandler

Action items from March 2014 meeting

- ✓ Is there information available regarding existing ground settlement near Seneca Street?
 - The Seattle Department of Transportation (SDOT) does not have a systematic monitoring system for tracking ground settlement. However, the Washington State Department of Transportation (WSDOT) is carefully tracking any movement of the Alaskan Way Viaduct with monitors that have been installed on the structure.
- ✓ Will speed limits on SR 99 near the south portal be increased after the construction bypass shifts this summer?
 - The southbound lanes of the construction bypass are shifting to a new configuration this summer. However, because of tight curves, narrow lanes and limited sight distance, the speed limit through this area will remain 25 mph.

- ✓ The right lane of northbound SR 99 near the north portal is very narrow. Large vehicles are using part of the center lane.
 - The two lanes on northbound SR 99 near Harrison Street were narrowed to make room for construction. The current lane widths are consistent with those already in place for the Mercer Corridor Project's work to rebuild the SR 99 bridge over Mercer Street. Because of the short block distances and existing signage in the area, there may not be adequate space for additional signage alerting drivers that the lane narrows. However, WSDOT and SDOT will continue to monitor traffic in this area.
- ✓ Vehicles turning from northbound SR 99 onto Republican and Harrison streets slow down very quickly. Consider more signage alerting drivers that there are slow and/or turning vehicles ahead.
 - Due to the short blocks in the area and existing signage, there may not be adequate space for additional signage regarding turning vehicles. Our traffic team recently noticed drivers on northbound SR 99 making illegal right turns onto Thomas Street, which may be contributing to the abrupt slowdowns. SDOT has requested that the Seattle Police Department increase patrols in this area and watch for drivers making illegal turns.
- ✓ Consider adding signage that drivers entering northbound SR 99 at Denny Way should yield to SR 99 traffic coming from the Battery Street Tunnel.
 - WSDOT recently made revisions to the Denny Way on-ramp to make it clearer that drivers entering SR 99 at Denny Way should merge with traffic. This includes improving lane striping, adding merge arrows and installing a yield sign on the north side of Thomas Street to remind on-ramp traffic that they must yield to mainline traffic.
- ✓ Consider lowering the weight limit for trucks using the viaduct.
 - Vehicles weighing more than 105,500 pounds are prohibited from traveling on the Alaskan Way Viaduct. WSDOT also requires that buses and trucks travel in the right-hand lane only to limit the number of heavy vehicles on the viaduct in one location at one time. WSDOT inspects the viaduct four times a year and we will continue to monitor the structure to ensure that it is structurally sound to handle vehicles up to this limit. We will implement additional weight restrictions in the future if necessary.
- ✓ What is the capacity for each of the First Hill streetcars?
 - Each streetcar can carry up to 140 passengers, with 29 seated. Average weekday ridership on the South Lake Union Streetcar was 2,540 in 2013, and forecast daily ridership on the First Hill Streetcar is 4,200.
- ☐ Provide an update on the current north surface street design. It would give the stakeholders the opportunity to provide input on the design.
 - Due to the full agenda, WSDOT will provide an update at a future stakeholder meeting or will consider scheduling a separate meeting to discuss this design with interested stakeholders.

Remaining action items from September 2013 meeting

- ☐ Follow up on horse-drawn carriages using the temporary road beneath the viaduct. (*SDOT will follow-up on this once more information is known.*)